Environmental Clearance Application

Initial Study

Sikh Gurdwara Property

Application by

Braddock & Logan Group

March 28, 2003

Mindigo & Associates **Environmental Consultants**

1984 The Alameda ■ San Jose, California 95126 ■ (408) 554-6531

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City of San Jose
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110
(408) 277-4576

ENVIRONMENTAL CLEARANCE APPLICATION

TO BE COMPLETED BY PLANNING DIVISION STAFF		
FILE NUMBER:		RECIEPT #:_____
ND GRANTED:	EIR REQUIRED:	DATE:_____
PROJECT MANAGER:	ENVIRONMENTAL COORDINATOR:	AMOUNT:_____ BY:
NOTES:		

I. PROJECT DESCRIPTION

A. GENERAL INFORMATION

Applicant:
Braddock & Logan Group
4155 Blackhawk Plaza Circle
Suite 201
Danville, CA 94506
925-736-4000, (fax) 925-736-4031
Attn: Jim Sullivan

Property Owner:
Sikh Gurdwara - San Jose
2785 Quimby Road
San Jose, CA 95148

Environmental Consultant:
Mindigo & Associates
1984 The Alameda
San Jose, CA 95126
408-554-6531, (fax) 408-554-6577

Name of Project:
Sikh Gurdwara Property

Location of Project:
North side of Quimby Road,
west of White Road

Brief Description of Project:
A 25-unit single family detached residential development on 3.3 acres and a church on 1.5 acres of a 4.8-gross-acre site.

Assessor's Parcel Number(s): 491-03-019, -163 and -164

B. PROJECT OBJECTIVE

The objective of this project is to construct high quality, single family homes on the site, in accordance with the goals and policies of the City of San Jose. The applicant believes that there is a market for them in this area.

C. DESCRIPTION

The project is a single family detached residential development with individual lots located on public streets. The minimum lot is 2,948 square feet in area and the average lot is approximately 3,500 square feet. The Conceptual Site Plan provides for 25 units.

The existing church building is to remain on approximately 1.5 acres of the site at the southwesterly corner, fronting on Quimby Road.

The Project Data table and reduced copies of the project plans follow. Full size copies are available for review at the City of San Jose Department of Planning, Building and Code Enforcement.

Unit Types

The homes are planned to be two story, wood frame structures with wood and stucco exteriors. They have three or four bedrooms, two-car garages, landscaped front yards and fenced rear yards.

Access and Street System

Access is from Quimby Road via Mission Greens Drive, Britt Way and Gilham Way from the west, and via Caraston Way, Britt Way and Gilham Way from the east. The internal project street system is to be public. The public streets are to be constructed of asphaltic concrete on a rock base, with concrete curbs, gutters and sidewalks, and street trees and electroliers in accordance with City standards.

Parking

Off-street parking for the project is to be provided in attached 2-car garages and on driveway aprons. A total of 100 residential off-street parking spaces is to be provided by the project.

Exterior Lighting

Standard electroliers in accordance with City standards are to be provided along the public streets. Downward-directed lighting fixtures with low-elevation standards are to be provided within the project interior.

Utilities
All utilities required to serve the project, including sanitary sewer, wastewater treatment, water supply, storm drainage, natural gas, electricity and telephone, as further described in the following Utilities and Service Systems section, would be provided with the project. All of the utilities within the project are to be underground.

Demolition
The project proposes the demolition of the existing house and garage, and the removal of the tent structure. A discussion of potential asbestos-containing materials (ACM) and/or lead based paint (LBP) hazards is included in the following Hazards and Hazardous Materials section.

Hazardous Materials
Hazardous materials other than those for normal household and yard use will not be used as a part of the operation of any of the establishments on the project site.

Grading
Grading planned for the project is shown on the following Conceptual Grading Plan, Figure 14. The development concept shown on this plan consists of 25 padded lots. The plan shows building pad elevations for each lot, area to remain natural, and street grades. Street grades are expected to range from 0.4 to 1.5 percent, with an average grade of 1.0 percent.

The majority of the excavation is to be in the northerly section of the site. The maximum cut, which occurs along the northerly boundary, is approximately 1.0 foot. Excavations on the rest of the site are less than 1.0 foot. In addition to the pad and street excavation, trenching is required for the underground utilities and sewer system. The maximum fill, ranging from 1.0 to 1.5 feet, occurs in the southerly section of the site. Fill for the remainder of the site is expected to range from 0.5 to 1.0 foot. Approximately 4,000 to 8,000 cubic yards of material are estimated to be moved during the grading operations, and the cut and fill balanced onsite with no significant import or export of natural material.

Tree Removal
There are seven existing trees onsite, five of which are to be removed, as further discussed in the following Biological Resources section.

Public Improvements
Public improvements planned with the project include the additional dedication (as required) and improvement of Quimby Road adjacent to the project site. All streets within the project are public streets that are to be dedicated and improved in accordance with City standards. The precise dedication and improvement widths and public street rights-of-way are to be in conformance with City plans and requirements.

Public Land Reservations
There are no public land reservations with this project.

Other Related Permits
In addition to the proposed Planned Development (PD) zoning/prezoning, other related permits to be obtained from the City of San Jose and/or any other public agency approvals required for this project by other local, State or Federal agencies are as follows:

Agency	Permit/Approval
City of San Jose	PD Permit, Tentative Map, Final Map, Grading Permit, Building Permits, Tree Removal Permit Annexation of 491-03-163 and -164

Community Meeting
A community meeting to discuss the proposed project with neighbors has not been held.

Table 1. Project Data

Category		Figure
Gross Acreage		4.8
Public Streets		1.3
Net Acreage		3.5
Average Lot Size *(square feet)*		3,500
Minimum Lot Size *(square feet)*		2,948
Number of Single Family Homes		
Three bedroom units		12
Four bedroom units		13
Total		25
Building Height *(feet)*		30
Estimated Population *		80
Estimated School Children		
K-8 *(0.52)*		13
9-12 *(0.20)*		5
Total		18
Estimated Price Range		$625,000 to $675,000
Estimated Wastewater *(gallons/day)*		6,000
Estimated Water Demand *(gallons/day)*		10,400
Estimated Solid Waste *(tons/year)*		22
Coverage Factors	Acres	Percent
Homes & Garages	0.7	15
Private Open Space	1.3	27
Church	1.5	31
Public Streets	1.3	27
Total	4.8	100
Density *(units/net acre)*		25 / 3.5 = 7.1
Density *(units/gross acre)*		25 / 4.8 = 5.2
Start/Completion Dates		Fall, 2003 / Fall, 2004

* Based on 2000 Census average of 3.20 persons per dwelling unit.

clik here for LAND USE PLAN
(FIGURE 10)

11 x 17

clik here for CONCEPTUAL SITE PLAN
(FIGURE 11)

11 x 17

clik here for TYPICAL FLOOR PLAN
(FIGURE 12)

8 1/2 X 11

clik here for TYPICAL ELEVATIONS
(FIGURE 13)

8 1/2 X 11

clik here for CONCEPTUAL GRADING PLAN
(FIGURE 14)

11 x 17

II. ENVIRONMENTAL SETTING, IMPACT CHECKLIST AND MITIGATION

1. AESTHETICS

SETTING

The current view of the project site consists primarily of several large trees and a house and garage near Quimby Road, and asphalt/gravel open space on the remainder of the site to the north. There is a church and a tent structure on the southwesterly section of the site, which can be seen in the preceding photographs, Figures 7 through 9.

Scenic Route

The project site is not located adjacent to a designated scenic route.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on aesthetics if it would:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.
- Increase the amount of shade in public and private open space on adjacent sites.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
1. AESTHETICS. Would the project:					
a. Have a substantial adverse effect on a scenic vista?				**X**	25,26,27
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state scenic highway?				**X**	25, 26,27,29
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		**X**			25,26,27
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?		**X**			25,26,28

e. Increase the amount of shade in public and private open space on adjacent sites?			**X**		25,26,28

The current view of the site consists of several large trees and a house and garage near Quimby Road, and asphalt/gravel open space on the remainder of the site to the north, as shown on the preceding photographs, Figures 7 through 9. There is a church and a tent structure on the southwesterly section of the site; the church is to remain with the project. The project would change the view of the site from a church building, a residential building and vacant to residential and the church.

Light and Glare

The project could potentially produce offsite light and glare. The project would be designed to utilize downward-directed street lights in order to prevent offsite glare.

Temporary Construction Visual Impacts

Construction of a typical project causes short-term visual impacts. The grading operations create a visual impact, and construction debris, rubbish and trash can accumulate on construction sites and are unsightly if visible from public streets. The completion of the project improvements and landscaping would eliminate the short-term visual impacts of the grading and construction operations.

MITIGATION MEASURES INCLUDED IN THE PROJECT

- Trees and landscaping shall be provided.

Light and Glare

- Downward-directed street lights along the public streets shall be provided in order to prevent offsite glare.

Temporary Construction Visual Impacts

- Public streets that are impacted by project construction activities shall be swept and washed down daily.

- Debris, rubbish and trash shall be cleared from any areas onsite that are visible from a public street.

2. AGRICULTURE RESOURCES

SETTING

Important Farmlands

The *Santa Clara County Important Farmland Map*, prepared by the California Department of Conservation and the USDA Soil Conservation Service, classifies land in seven categories in order of significance: 1) prime farmland, 2) farmland of Statewide importance, 3) unique farmland, 4) farmland of local importance, 5) grazing land, 6) urban and built-up land and 7) other land. The project site is classified as "urban and built-up land," which is defined as land occupied by structures with a building density of at least one unit to one and one-half acres.

Williamson Act

The California Land Conservation Act ("Williamson Act") was enacted to help preserve agricultural and open space lands via a contract between the property owner and the local jurisdiction. Under the contract, the owner of the land agrees not to develop the land in exchange for reduced property taxes. The project site is not under a Williamson Act contract.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on agriculture resources if it would:

- Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- Conflict with existing zoning for agricultural use, or a Williamson Act contract.
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
2. AGRICULTURE RESOURCES. Would the project:					
a. Convert Prime Farmland, Unique Farmland or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				**X**	30,31
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				**X**	32,57
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				**X**	25,26,28

Important Farmlands

The project site is classified as urban and built-up land on the *Important Farmland Map* for Santa Clara County. Since the site is not classified as farmland, the project would not have a significant impact on agricultural land.

MITIGATION MEASURES INCLUDED IN THE PROJECT

None required.

3. AIR QUALITY

SETTING

Bay Area Air Quality Management District

The project site is located in the Bay Area Air Quality Management District (BAAQMD). The District includes seven Bay Area counties and portions of two others. Air quality emission and control standards are established by the BAAQMD and the California Air Resources Board, and by the Environmental Protection Agency (EPA) at the Federal level. These agencies are responsible for developing and enforcing regulations involving industrial and vehicular pollutant emissions, including transportation management and control mitigation measures.

Regional Climate

The air quality of a given area is not only dependent upon the amount of air pollutants emitted locally or within the air basin, but also is directly related to the weather patterns of the region. The wind speed and direction, the temperature profile of the atmosphere, and the amount of humidity and sunlight determine the fate of the emitted pollutants each day, and determine the resulting concentrations of air pollutants defining the "air quality."

The Bay Area climate is Mediterranean, with mild, rainy winters November through March, and warm, sunny and nearly dry summers June through September. Summer temperature inversions trap ground level pollutants. Winter conditions are less conducive to smog, but thin evening inversions sometimes concentrate carbon monoxide emissions at ground level.

Air Quality Standards

The U.S. Environmental Protection Agency (U.S. EPA) and the California Air Resources Board have both established ambient air quality standards for common pollutants to avoid adverse health effects from each pollutant. The pollutants, which include ozone, carbon monoxide (CO), nitrogen dioxide, sulfur dioxide and particulate matter (PM_{10}), and their standards are included in the Local Air Quality table, Table 2, that follows.

Regional Air Quality

The Federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the state where the federal or state ambient air quality standards are not met as "nonattainment areas". In June of 1998, the U.S. EPA reclassified the Bay Area from "maintenance area" to nonattainment for ozone based on violations of the federal standards at several locations in the air basin. This reversed the air basin's reclassification to "maintenance area" for ozone in 1995. Reclassification required an update to the region's federal air quality plan.

Under the California Clean Air Act, Santa Clara County is a nonattainment area for ozone and particulate matter (PM_{10}). The county is either attainment or unclassified for the other

pollutants. The California Clean Air Act requires local air pollution control districts to prepare air quality attainment plans; these plans must provide for district-wide emission reductions of five percent per year averaged over consecutive three-year periods or, if not, provide for adoption of "all feasible measures on an expeditious schedule".

Local Air Quality

Air quality in the project area is subject to the problems experienced by most of the Bay Area. Emissions from millions of vehicle-miles of travel each day often are not mixed and diluted, but are trapped near ground level by an atmospheric temperature inversion. Prevailing air currents generally sweep from the mouth of the Bay toward the south, picking up and concentrating pollutants along the way. A combination of pollutants emitted locally, the transport of pollutants from other areas, and the natural mountain barriers (the Diablo Range to the east and the Santa Cruz Range to the southwest) produce high concentrations. Air quality data from the last three years at the nearest BAAQMD monitoring station in San Jose, and Federal and State standards, are shown in the following table.

Table 2. Local Air Quality

Pollutant	Standard	Days Exceeding Standard 1999	2000	2001
OZONE				
State 1-hour	0.09 ppm	3	0	2
Federal 1-hour	0.12 ppm	0	0	0
Federal 8-hour	0.08 ppm	0	0	0
CARBON MONOXIDE				
State/Federal 8-hour	9.0 ppm	0	0	0
NITROGEN DIOXIDE				
State 1-hour	0.25 ppm	0	0	0
PARTICULATE MATTER (PM_{10})				
State 24-hour	50 $\mu g/m^3$	5	7	4
Federal 24-hour	150 $\mu g/m^3$	0	0	0

SOURCE: Bay Area Air Quality Management District monitoring data for San Jose.
ppm = parts per million $\mu g/m^3$ = micrograms per cubic meter

Project Site

The project site is similar to other locations in the South Bay; air quality meets adopted State and/or Federal standards (the more stringent standard applies) on most days, and during periods when regional atmospheric conditions are stagnated, the air quality is poor throughout the extended South Bay area. There are no existing sources on the project site that currently adversely affect local air quality.

Sensitive Receptors

Sensitive receptors are facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, schools, playgrounds, child care centers, retirement homes, convalescent homes, hospitals and medical clinics. The closest sensitive receptors are the single family residences located north, east, south and west of the project site.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
3. AIR QUALITY. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?				**X**	29,34
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		**X**			26,34
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?			**X**		26,34
d. Expose sensitive receptors to substantial pollutant concentrations?				**X**	28,34
e. Create objectionable odors affecting a substantial number of people?				**X**	26,28

Project Impacts

For most types of development projects, motor vehicles traveling to and from the project represent the primary source of air pollutant emissions associated with the project. The

BAAQMD has established thresholds of significance for these indirect impacts from projects on local and regional air quality. An air quality analysis is recommended when vehicle emissions of carbon monoxide (CO) exceed 550 lbs/day; and if a project generates over 80 lbs/day of reactive organic gases (ROG), nitrogen oxides (NO_x) or suspended particulate matter (PM_{10}), it would have a significant air quality impact. The District has also developed sizes or activity levels for various types of land use, using default values, that would exceed the threshold of significance for NO_x (80 lbs/day). For single family residential, the size is 320 units. The proposed 25-unit project is substantially below that level and, therefore, would not have a significant air quality impact.

Odors

The project would not generate objectionable odors or place sensitive receptors adjacent to a use that generates odors (i.e., landfill, composting, etc.).

Temporary Construction Air Quality

Project construction would produce short-term fugitive dust generated as a result of soil movement and site preparation. Construction would cause dust emissions that could have a significant temporary impact on local air quality. Fugitive dust emissions would be associated with site preparation activities, such as excavation and grading, and building construction. Dust emissions would vary substantially from day to day, depending on the level of activity, the specific operations, and weather conditions. Particulates generated by construction are recognized, but small, contributing sources to regional air quality. While it is a potential impact, construction dust emissions can be mitigated by dust control and suppression practices that are appropriate for the project and level of activity.

MITIGATION MEASURES INCLUDED IN THE PROJECT

Temporary Construction Air Quality

- A Construction Air Quality Plan shall be developed and implemented for dust control to include dust suppression practices such as: 1) frequent watering; 2) damp sweeping of haul routes, parking and staging areas; 3) installation of sandbags or other erosion control measures to prevent silt runoff to public roadways; 4) vehicle speed controls; 5) watering or the use of soil stabilizers on haul routes, parking and staging areas; 6) prohibition of grading during high winds; 7) hydroseeding areas where grading is completed or inactive; 8) covering of stockpiles and loads in haul vehicles; 9) maintaining at least two feet of freeboard in all haul vehicles; 10) limiting the area being graded at a given time; 11) monitoring of particulate levels; and 12) enforcement measures.

4. BIOLOGICAL RESOURCES

HortScience, Inc. conducted a tree survey that is included in the Technical Appendix.

SETTING

Vegetation

The project site is presently barren except for a low herbaceous ground cover. There are no designated Heritage Trees on the site, and no rare or endangered plant species are known to inhabit the site.

Trees

A detailed tree survey of all trees on the site was conducted. A total of 7 trees, ranging in diameter from 4 inches to 31 inches, were tagged and evaluated. Five (5) trees exceed 18 inches in diameter and come under the review of the City's Tree Ordinance. The approximate locations of the trees are shown on the following Tree Locations map, and their description by type, size and general condition is given in the following table. Ordinance-sized trees are shown in **bold** in the table. Photographs of each Ordinance-sized tree also follow.

General conditions of the trees were determined using a rating system for individual tree health and structure conditions, by assigning values for these categories from zero to five, with values of zero being the worst rating (dead) and values of five being the best. Trees with values of one to two were rated as "poor", values of three were rated as "fair", and values of four to five were rated as "good".

Table 3. Existing Trees

No.	Scientific Name	Common Name	Diameter * *(inches)*	General Condition	To Be Removed
1.	*Ulmus parvifolia*	Chinese Elm	16	Fair	X
2.	***Schinus molle***	**California Pepper**	**21,14**	**Good**	**X**
3.	***Ulmus pumilla***	**Siberian Elm**	**21**	**Poor**	**X**
4.	***Prunus dulcis***	**Almond**	**8,7,7,6,6,5****	**Poor**	**X**
5.	*Prunus dulcis*	Almond	4,4,2,2,1	Poor	X
6.	***Schinus molle***	**California Pepper**	**31**	**Fair**	
7.	***Schinus molle***	**California Pepper**	**19**	**Poor**	

Note: Some trees have multiple stems from a single trunk. Ordinance-sized trees are shown in **bold**.

* Diameter at 2 feet above ground.

** Combined total represents Ordinance-sized tree.

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(FIGURE 15)

8 1/2 X 11

clik here for (PHOTOGRAPH OF) ORDINANCE-SIZED TREE (2) HERE
(FIGURE 16)

8 1/2 X 11

clik here for (PHOTOGRAPHS OF) ORDINANCE-SIZED TREES (3 & 4) HERE
(FIGURE 17)

8 1/2 X 11

clik here for (PHOTOGRAPHS OF) ORDINANCE-SIZED TREES (6 & 7) HERE
(FIGURE 18)

8 1/2 X 11

Riparian Corridor Habitat

Riparian corridor habitat, i.e., vegetation occurring along the banks of a waterway, is not located on or within 300 feet of the project site. The project would not be constructed within 100 feet of riparian corridor habitat (within 100 feet of the top of bank or edge of riparian vegetation of any waterway).

Wildlife

The project site contains disturbed habitat. Wildlife typically associated with this habitat type include birds, reptiles, and small mammals. No rare or endangered animal species are known to inhabit the site. The site contains known important wildlife breeding, nesting or feeding areas.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on biological resources if it would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption or other means.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
4. BIOLOGICAL RESOURCES. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**	25,60

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
4. BIOLOGICAL RESOURCES (Cont.). Would the project:					
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				**X**	25,71
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act including, but not limited to, marsh, vernal pool, coastal, etc., through direct removal, filling, hydrological interruption or other means?				**X**	25
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				**X**	25,27
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?		**X**			29,37,85
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?				**X**	25,29

Trees

There are 7 trees on the project site, ranging in diameter from 4 to 31 inches. Five (5) trees are planned to be removed with the project, as indicated by an "X" on the preceding Existing Trees table. Three (3) of the trees to be removed exceed 18 inches in diameter (56-inch circumference) and come under the review of the City's Tree Ordinance, which requires a permit for the removal of any tree with an 18-inch diameter (56-inch circumference) or greater. Two trees are currently planned to be retained with the project. Street trees would be planted along the public streets. Any tree that is removed would be replaced with the addition of a new tree(s) at the following ratios:

≥18-inch diameter	4	24-inch box
12 to 17-inch diameter	2	24-inch box
<12-inch diameter	1	15-gallon

Wildlife

The project requires the removal of five of the trees and the vegetation on the site. The birds and small mammals would diminish during the initial construction, but as the urban landscaping matures, birds that have adapted to the urban environment would return.

PROGRAM MITIGATION MEASURES

Trees

- A permit shall be obtained for the removal of any tree with a diameter of 18 inches (56-inch circumference) or greater; and any such tree that is removed shall be replaced with a tree(s) as required by the San Jose Tree Ordinance.

- Trees to remain shall be safeguarded during construction by a Tree Protection Plan, including measures such as the storage of oil, gasoline, chemicals, etc. away from trees; grading around trees only as approved, and prevention of drying out of exposed soil where cuts are made; no dumping of liquid or solid wastes in the dripline or uphill from any tree; and construction of barricades around the dripline of the trees, as outlined in the City's Tree Ordinance, that shall be approved by the Planning Department prior to the issuance of a grading permit.

MITIGATION MEASURES INCLUDED IN THE PROJECT

Trees

- Two Ordinance-sized (18-inch diameter or greater) trees, a 19-inch diameter and a 31-inch diameter California pepper, shall be retained on the project site.

- Any Ordinance-sized (18-inch diameter or greater) tree that is removed shall be replaced by 4 new 24-inch box trees.

5. CULTURAL RESOURCES

SETTING

Prehistoric Resources

The project site is not within a potential archaeological resource zone as outlined on the maps on file at the City of San Jose Department of Planning, Building and Code Enforcement. There are no known cultural sites on the project site, nor does the site have any natural features of significant scenic value or with rare or unique characteristics.

Historic Resources

There are two existing structures located on the project site, a single family home and a garage, which were constructed approximately 30 years ago. A temporary tent structure and a church building are also located on the site. None of the structures on the project site is listed as a City Landmark, Candidate City Landmark, Structure of Merit or is listed or determined eligible for listing on the National or California Register of Historic Places.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5.
- Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
5. CULTURAL RESOURCES. Would the project:					
a. Cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines §15064.5?				**X**	25,39,40
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		**X**			27,38
c. Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?				**X**	27,60
d. Disturb any human remains, including those interred outside of formal cemeteries?		**X**			27

Prehistoric Resources

The project site is not in a potential archaeological resource zone. There is no basis to warrant subsurface investigations or monitoring during construction at this time; however, there is still a possibility that unknown subsurface cultural resources may exist on the site.

PROGRAM MITIGATION MEASURES

- Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California: In the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified by the developer and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission, who will attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the landowner shall reinter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

MITIGATION MEASURES INCLUDED IN THE PROJECT

- Should evidence of prehistoric cultural resources be discovered during construction, work in the immediate area of the find shall be stopped to allow adequate time for evaluation and mitigation, and a qualified professional archaeologist called in to make an evaluation; the material shall be evaluated; and if significant, a mitigation program including collection and analysis of the materials prior to the resumption of grading, preparation of a report and curation of the materials at a recognized storage facility shall be developed and implemented under the direction of the Director of Planning, Building and Code Enforcement.

6. GEOLOGY AND SOILS

Earth Systems Consultants Northern California conducted a geotechnical engineering study that is included in the Technical Appendix.

SETTING

Topography

The project site has a uniform northwesterly slope of approximately one percent. Elevations on the site range from approximately 148 feet at the southeasterly corner to approximately 143 feet at the northwesterly corner. There are no significant topographical features on the site.

Geology

The project site is underlain by Quaternary alluvium (Qal), which consists of unconsolidated to weakly consolidated silt, sand and gravel. Quaternary alluvium includes Holocene and late Pleistocene alluvium and minor amounts of beach and dune sand and marine terrace deposits.

Geologic Hazard Zone

The project site is not located in a geologic hazard zone as mapped by the City of San Jose in accordance with the Geologic Hazards Ordinance.

Soils

The project site is underlain by the alluvial soils of the Zamora-Pleasanton association as classified by the United States Department of Agriculture, Soil Conservation Service. Pleasanton loam, 0-2% slopes (PoA) is the specific soil type identified at the site.

Pleasanton loam, 0-2% slopes is characterized by a grayish brown, massive, hard, slightly acid surface layer approximately 16 to 20 inches thick; good natural drainage; moderately slow subsoil permeability; very slow surface runoff; no erosion hazard; moderate inherent fertility (Class I); and a moderate shrink/swell capacity.

According to Cooper-Clark and Associates' *San Jose Geotechnical Investigation*, the site is mapped as having a moderately high liquefaction potential, weak soil layers and lenses occurring at random locations and depths, moderately expansive soils, no erosion hazard and is not susceptible to landslides. These soils conditions can be managed using standard engineering measures and do not require further geologic study at this time as part of the environmental review process, but may require further analysis prior to the issuance of a grading or building permit.

Faulting

There are no identified earthquake faults mapped on the site. The nearest active fault zones are the Hayward and Calaveras Faults, which are mapped approximately 8.4 miles to the east and to

the northeast, respectively, and the San Andreas Fault, which is mapped approximately 15.4 miles to the west. The nearest potentially active faults are the Evergreen Fault and the Quimby Fault, which are mapped approximately 2.0 and 4.8 miles, respectively, to the east.

Geotechnical Engineering Study

A geotechnical engineering study was conducted to evaluate the subsurface soil and groundwater conditions at the project site and to develop geotechnical engineering recommendations for the proposed residential development. The study consisted of research of pertinent geotechnical and geologic literature and maps, a field reconnaissance, evaluation of subsurface soil and current groundwater conditions, laboratory testing, and engineering analysis of the data generated.

Literature/Map Review

The project area is located within the Coastal Range Geomorphic Province of California, between the Mt. Hamilton - Diablo Range to the east and the Santa Cruz Mountains to the west. The site is mapped as underlain by Pleistocene to Holocene alluvial terrace and Holocene flood basin deposits, with Holocene fine fan and alluvial fan deposits mapped nearby. The alluvial terrace deposits include crudely bedded clast supported material in a sandy matrix; clasts range from gravels to boulders. The flood basin deposits include organic rich clay to very fine silty clay deposits.

Subsurface Exploration

Five exploratory test borings were drilled within the site on February 10, 2003. One of the five borings was drilled to a maximum depth of 50 feet below the existing ground surface (bgs), and the other four borings drilled to approximate depths of 19.5 to 21.5 feet bgs; the deepest boring was drilled to aid in evaluation of liquefaction potential at the site. The approximate locations of the exploratory borings and the boring logs are included in the report in the Technical Appendix. The test borings all encountered very stiff to hard cohesive soil sequences with varying amounts of sand and gravel. The soils in the upper 20 feet were primarily lean moderately expansive clays with fat highly expansive clays found in the 50-foot boring to the bottom of the boring.

Groundwater was encountered at the locations of all the borings; the depth of groundwater ranged between 13 to 14 feet bgs.

Laboratory Testing

A laboratory testing program was conducted on selected soil samples to determine some of the physical and engineering characteristics of the soil that would most likely experience the loading changes or that could impact the post-construction performance of the proposed structures. The tests included moisture-density determinations, Atterberg limits, direct shear tests, and particle

size distribution. The results of the laboratory tests are included in the report in the Technical Appendix.

Investigative Conclusions

The principal adverse geotechnical factors that would affect the project are seismic ground shaking and expansive soils. The project site is considered suitable for the proposed single family residential development from a geotechnical standpoint, provided the recommendations presented in the report are followed.

SIGNIFICANCE CRITERIA

The proposed project would have a significant geology and soils impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:
  1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.).
  2) Strong seismic ground shaking.
  3) Seismic-related ground failure, including liquefaction.
  4) Landslides.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
6. GEOLOGY AND SOILS. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: 1) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)			**X**		42,43, 46,47,86
2) Strong seismic ground shaking?		**X**			27,45,86

3) Seismic-related ground failure, including liquefaction?			X		45,86
4) Landslides?				X	27,43,45
b. Result in substantial soil erosion or the loss of topsoil?		X			27,44,45
ISSUES	**POTENTIALLY SIGNIFICANT IMPACT**	**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**	**LESS THAN SIGNIFICANT IMPACT**	**NO IMPACT**	**SOURCES**
6. GEOLOGY AND SOILS (Cont.). Would the project:					
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				X	27,45
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?		X			44,45,86
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X	28

Expansive Soils

The surface and near-surface soils on the site pose a hazard to building foundations because of their moderate to moderately high shrink/swell potential. Mitigation measures for this problem include controlling and directing drainage away from structures and pavements, and the use of special foundations.

Erosion

Development of the project site may subject the soils to accelerated erosion. In order to minimize erosion, erosion control measures such as those described in the Association of Bay Area Governments (ABAG) *Manual of Standards for Erosion & Sediment Control Measures* would be incorporated into the project.

Ground Rupture

Ground rupture (surface faulting) tends to occur along lines of previous faulting. As there are no known faults on the site, the potential for ground rupture due to an earthquake is low.

Seismic Shaking

The maximum seismic event occurring on the site would probably be from effects originating from the Hayward, Calaveras, or San Andreas fault systems. Ground shaking effects can be expected in the area during a major earthquake originating along any of the active faults within the Bay Area. At present, it is not possible to predict when or where movement will occur on these faults. It must be assumed, however, that movement along one or more of these faults will

result in a moderate or major earthquake during the lifetime of any construction on this site. The effects on development would depend on the distance to the earthquake epicenter, duration, magnitude of shaking, design and quality of construction, and geologic character of materials underlying foundations.
The maximum credible earthquake, which is defined as *"the maximum earthquake that appears capable of occurring under the presently known framework"*, for the San Andreas Fault ranges from magnitude 8.0 to 8.3; and from magnitude 7.0 to 7.5 for either the Hayward or Calaveras Faults. The maximum probable earthquake, which is defined as *"the maximum earthquake that is likely to occur during a 100-year interval"*, for the San Andreas Fault ranges from magnitude 7.5 to 8.5; from magnitude 6.75 to 7.5 for the Hayward Fault; and from magnitude 6.5 to 7.0 for the Calaveras Fault.

Structural damage from ground shaking is caused by the transmission of earthquake vibrations from the ground into the structure. Ground shaking is apparently the only significant threat to structures built on the site; however, it is important to note that well-designed and constructed structures that take into account the ground response of the soil or rock in their design usually exhibit minor damage during earthquake shaking.

The project would be designed and constructed in accordance with Uniform Building Code requirements, which are intended to reduce seismic risks to an acceptable level.

Secondary Seismic Effects

Soil liquefaction is a phenomenon in which saturated, cohesionless soil layers located close to the ground surface lose strength during cyclic loading, such as imposed by earthquakes. During the loss of strength, the soil acquires a "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, saturated, uniformly graded, fine-grained sands. The conditions at this site are such that the potential for this phenomenon to occur is considered to be low.

Based on the topographic (and lithologic) data, the risk of lateral spreading is also considered low at the site. The potential for liquefaction-related settlement is anticipated to be on the order of 0.5 inches or less.

PROGRAM MITIGATION MEASURES

Seismic Shaking

- The project shall be designed and constructed to incorporate wall bracing, mudsil anchors, tie downs, and/or hinge connectors to ensure structural stability as required by the earthquake design regulations of the Uniform Building Code.

MITIGATION MEASURES INCLUDED IN THE PROJECT

General

- All earthwork and foundation plans and specifications shall comply with the recommendations of the geotechnical engineering study by Earth Systems Consultants Northern California. The geotechnical report lists approximately 30 recommendations that are included in the project for site grading, foundations, slabs-on-grade, retaining walls, asphalt pavement design, utility trenches and surface drainage, most of which reflect standard engineering practices that are not required to mitigate environmental impacts. The recommendations that specifically address potential geotechnical hazards found on the site are included below.

Expansive Soils

- Post tensioned slab foundations shall be utilized in any residences subjected to expansive soils movement.

- Drainage shall be controlled and directed away from all structures and pavements.

Erosion

- A City approved erosion control plan shall be developed and implemented with such measures as: 1) the timing of grading activities during the dry months, if feasible; 2) temporary and permanent planting of exposed soil; 3) temporary check dams; 4) temporary sediment basins and traps and/or 5) temporary silt fences.

7. HAZARDS AND HAZARDOUS MATERIALS

ENGEO Incorporated conducted an environmental site assessment update that is included in the Technical Appendix.

SETTING

Environmental Site Assessment Update

An environmental site assessment update was prepared to update the previous environmental site assessment prepared for the project site. The assessment update consisted of a review of the previous environmental report, a supplemental site reconnaissance, and an update of local, state and federal records regarding the project site and documented hazardous waste facilities in the vicinity.

Previous Phase I Environmental Site Assessment

A Phase I environmental site assessment was previously prepared for the entire project site by EnviroVision in February, 2000. The purpose of the assessment was to identify, to the extent feasible, recognized environmental conditions associated with the property. The assessment consisted of site history research, including a review of aerial photographs; a site reconnaissance; and a review of regulatory agency files detailing sites of known hazardous materials use, storage or release within a one-mile radius of the project site.

At the time of the 2000 assessment, the property was used by Sikh Gurdwara Church for congregational purposes. The main L-shaped building and meeting hall were used for food preparation, worship, and office space. A member of the church occupied the single-family residence. The northern portion of the site was comprised of undeveloped open space.

According to historical records, the single-family residence located within the eastern portion of the site was constructed in 1945. An additional residence, located on the western portion of the site, was replaced by the L-shaped building around 1965. The L-shaped building was occupied by the Church of God from 1965 until 1991. The current tenant, Sikh Gurdwara Church, purchased the property in 1965. The northern portion of the site was composed of undeveloped open space since at least 1945. According to aerial photographs, row crops were cultivated in the northwest corner of the site between 1980 and 1990.

The site was not listed as a hazardous waste generator, nor was it listed on any federal, state or local databases reviewed. Historical records review did not identify any former tenants that store, use or generate hazardous materials.

The 2000 environmental site assessment identified the following environmental issues for the property:

According to historical aerial photographs, row crops were cultivated in the northwest corner of the site from 1980 to 1990. Given the past use, there is a potential that herbicides, pesticides and/or fertilizers were used during the former cultivation activities. Remnant concentrations of herbicides, pesticides and/or fertilizers may be present in the near-surface soils in the area of the former row crops. It was concluded that, based on the short time frame and the small scale of the growing operation, it is unlikely that the former agricultural activities have significantly impacted the near-surface soils of the property.

One drinking water well was located on the property just north of the residence. The water is pumped into an aboveground storage tank prior to use by the occupants of the home. It was concluded that the presence of the onsite well does not represent a significant environmental concern; however, since the property residents use the water, the well should be tested regularly to ensure that the water is potable. If the water well use is suspended, the well should be properly decommissioned to remove any potential conduit to the subsurface.

An abandoned septic system was located north of the residence. The septic system was abandoned in 1999 after efforts to repair the system failed. The residence is connected to sanitary sewer via the main L-shaped building's connection. A septic tank and leachfield were formerly used and remain on the property. It was concluded that the presence of the leachfield and septic tank does not represent a significant environmental concern; however, these features should be removed if the property is redeveloped.

Suspect asbestos-containing materials and lead based paint were observed during the site reconnaissance of the main L-shaped building and the residential structure. It was recommended that asbestos and lead surveys be performed, including the collection and analysis of bulk material samples, in order to determine if asbestos and lead are present.

Izzet's Chevron, located at 2801 South White Road, was identified as a leaking underground storage tank site. The site is located approximately 1,000 feet southeast in the up-gradient direction from the project site. Based on the relative distance, it was concluded that the release at the gas station site would not impact the project site.

Supplemental Site Reconnaissance

A supplemental site reconnaissance was conducted on December 3, 2002. The reconnaissance was limited to exterior observations only. The property was viewed for hazardous materials storage, surficial staining or discoloration, debris, stressed vegetation, or other conditions that may be indicative of potential sources of soil or groundwater contamination. The site was also inspected for fill/ventilation pipes, ground subsidence, or other evidence of existing or pre-

existing underground storage tanks. Adjoining properties were viewed from the project site for any evidence of conditions that may impact the environment; no such conditions were observed.

The condition of the property at the time of the supplemental site reconnaissance was similar to that described in 2000. No obvious hazardous conditions or areas of environmental concern were noted. No hazardous materials, odors indicative of hazardous material or petroleum material impacts, areas of stained soil/pavement, or areas of stressed vegetation were observed on the site. Three 55-gallon drums were observed on the property; the drums appeared to be filled with used cooking oil and water. One pad-mounted transformer, located along the southern property boundary, was observed; no leaking or staining was observed at or near the transformer. One drinking water well is located just north of the residence; the water is pumped into an aboveground storage tank prior to use by the occupants of the onsite residence. An abandoned septic system, consisting of an underground septic tank and leachfield, is located north of the residence.

Regulatory Agency Review

A search of several federal, state and local governmental agency databases regarding the project site and known contaminated sites in the immediate vicinity was conducted. The project site is not listed on any of the researched databases. Based on the available information, lower elevations, and distances from the project site, none of the listed facilities in the project vicinity would be expected to impact the project site.

SIGNIFICANCE CRITERIA

The proposed project would have a significant hazards and hazardous materials impact if it would:

- Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials.
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area.
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
7. HAZARDS AND HAZARDOUS MATERIALS. Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?		**X**			26, 27,28,87
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				**X**	28,87
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?				**X**	27,28,87
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				**X**	52,87
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				**X**	27,62
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				**X**	27,62
g. Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?				**X**	27
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				**X**	25, 27,73,74

Soil Contamination

No evidence of environmental impairments were found to be associated with the project site. Site reconnaissance and records research did not find documentation of physical evidence of soil or groundwater impairments associated with the use of the property. A review of regulatory agency databases found no documentation of hazardous materials violations or discharge on the property; and no documented soil or groundwater contamination associated with abutting properties was found.

Agricultural Chemicals

A small portion of the northwest corner of the site was used to cultivate row crops between 1980 and 1990. Since persistent toxic agrichemicals were largely banned by the late 1970s, the near-surface soils are not expected to be impacted within the minor area of the cultivation.

Wells

There is an existing water well on the project site that should be destroyed prior to the construction of the project. If not properly destroyed, the well could cause contamination of the groundwater. Well destruction is regulated by the Santa Clara Valley Water District's Ordinance No. 90-1 in order to assure that such wells will not cause pollution or contamination of groundwater or otherwise jeopardize the health, safety, or welfare of the people of the district. The Ordinance requires that a permit be obtained before a well can be destroyed.

Septic System

Sewage disposal for the project site had previously been accomplished by an onsite septic system, but was abandoned in 1999. The septic system should be removed in accordance with the requirements of the Santa Clara County Sewage Disposal Ordinance.

Demolition

The project proposes the demolition of a structure(s) that may contain hazards such as asbestos-containing materials (ACM) or lead based paint (LBP). The structures to be removed should be surveyed for the presence of ACM and/or LBP. If any suspect ACM are present, they should be sampled prior to demolition and removed in accordance with National Emissions Standards for Hazardous Air Pollutants (NESHAP) and Cal-OSHA requirements, if warranted. If any suspect LBP is present, it should be sampled prior to demolition and removed in accordance with EPA and OSHA requirements, if warranted.

PROGRAM MITIGATION MEASURES

Wells

- A well destruction permit shall be obtained from the Santa Clara Valley Water District, and the well shall be destroyed in accordance with District standards.

Septic System

- The abandoned septic system shall be removed in accordance with the requirements of the Santa Clara County Sewage Disposal Ordinance.

MITIGATION MEASURES INCLUDED IN THE PROJECT

Asbestos-Containing Materials

- The structures to be removed shall be surveyed for the presence of asbestos-containing materials at the demolition permit stage; and if any suspect ACM are present, they shall be

sampled prior to demolition in accordance with NESHAP guidelines, and all potentially friable ACM shall be removed prior to building demolition and disposed of by offsite burial at a permitted facility in accordance with NESHAP and Cal-OSHA requirements.

Lead Based Paint

- The structures to be removed shall be surveyed for the presence of lead based paint at the demolition permit stage; and if any suspect LBP is present, it shall be sampled prior to demolition, and all potential LBP shall be removed prior to building demolition and disposed of by offsite burial at a permitted facility in accordance with EPA and OSHA requirements.

8. HYDROLOGY AND WATER QUALITY

SETTING

Waterways
There are no waterways on the project site or within 300 feet of the project site.

Flooding
The project site is within an area of historic flooding; however, according to the Federal Emergency Management Agency's (FEMA) *Flood Insurance Rate Maps*, the site is not within Zone A, the area of 100-year flood. According to the Santa Clara Valley Water District's (SCVWD) *Maps of Flood Control Facilities and Limits of 1% Flooding*, the site is within a zone of flooding to a depth of less than one foot.

Evergreen Development Policy
The Evergreen Development Policy (EDP) was adopted in August, 1976 and revised in 1991 and 1995 to address the issues of flood protection and traffic capacity on development in the Evergreen area. The Evergreen Development Policy Area is defined as land within San Jose's Urban Service Area Boundary, south of Story Road and east of U.S. 101. The project site is located within this area.

The 1976 EDP established protection from the 100-year flood as the standard condition for development approval. Over the years, development was allowed to proceed only if the 100-year flood protection was in place for each project and downstream of each project. As a result of developer contributions, the flood control system is substantially complete. The exceptions are the upstream portions of the Quimby and Fowler Creek watersheds where development has not yet occurred.

The 1995 Revised EDP maintains the 100-year flood protection prerequisite to project approvals and identifies the remaining watersheds to be improved to allow the buildout of Evergreen to proceed.

Water Quality
Stormwater runoff flows westerly to Coyote Creek, which flows northerly to the San Francisco Bay.

Nonpoint Sources
The Clean Water Act states that the discharge of pollutants in stormwater to Waters of the United States from any point source is unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The U.S. Environmental Protection Agency requires under the Clean Water Act that any stormwater discharge from construction sites larger than five acres be in compliance with the NPDES. The State Regional

Water Quality Control Board (RWQCB), which is responsible for implementing and enforcing the program, issued a statewide General Permit for construction activities. Provisions of the current Permit require that the following issues be addressed with respect to water quality regardless of the size of the site: 1) erosion and sedimentation during clearing, grading or excavation of a site; and 2) the discharge of stormwater once construction is completed. Coverage under this Permit would be obtained by submitting a Notice of Intent to the RWQCB that identifies the responsible party, location and scope of operation; and by developing and implementing a Storm Water Pollution Prevention Plan (SWPPP) as well as monitoring the effectiveness of the plan.

The Santa Clara Valley Nonpoint Source Control Program was developed to control nonpoint sources of pollution from entering water sources and deteriorating water quality. A number of control measures, including those related to development activities, industrial and construction inspections, public agency activities and public outreach efforts, are also currently being developed and implemented. The development, implementation and enforcement of control measures to reduce pollutant discharges from areas of new development is the responsibility of the Nonpoint Source Control Program in cooperation with the RWQCB.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements.
- Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).
- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Otherwise substantially degrade water quality.
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows.
- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.
- Be subject to inundation by seiche, tsunami or mudflow.

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
8. HYDROLOGY AND WATER QUALITY. Would the project:					
a. Violate any water quality standards or waste discharge requirements?		**X**			28,56,70
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				**X**	25,27
c. Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				**X**	25,26
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?				**X**	25,26
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?				**X**	26
f. Otherwise substantially degrade water quality?				**X**	26
g. Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				**X**	26,27, 53,54,55
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				**X**	26,27, 53,54,55
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				**X**	27,28
j. Be subject to inundation by seiche, tsunami or mudflow?				**X**	27

Flooding

The project site is not within the limits of potential inundation with the occurrence of a one percent flood.

Evergreen Development Policy

The project site is located in the Evergreen Development Policy Area. Any development within the Area is subject to the flood protection requirements listed below. Each policy is followed by a statement on the project's compliance.

1. Development will be allowed only if it is protected from the 100-year flood.

   The project site is not subject to the 100-year flood.

2. Development will be allowed only if it would not divert flood or overland flows onto or cause flooding on other properties.

   Completion of the improvements planned with the project would not divert flood or overland flows onto or cause flooding on any adjacent properties.

3. Flood control improvements required within the Evergreen Development Policy Area have been completed with the exception of the Quimby and Fowler Creek watersheds. Development within these watersheds must be consistent with Policies 1 and 2.

   The project site is not within the Quimby or Fowler Creek watersheds.

The proposed project is in conformance with the flood protection requirements of the Evergreen Development Policy.

Water Quality

The primary impact on water quality would be from street drainage. Particulates, oils, greases, toxic heavy metals, pesticides and organic materials are typically found in urban storm runoff. The project's contribution would not be expected to have a significant impact on water quality. Construction-related activities such as clearing, grading, or excavation, however, could result in potentially significant temporary impacts to water quality.

PROGRAM MITIGATION MEASURES

Water Quality

- A Notice of Intent and a Storm Water Pollution Prevention Plan that addresses both construction and post-construction periods and specifies erosion and sediment control measures, waste disposal controls, maintenance responsibilities and non-stormwater management controls, shall be submitted to the RWQCB to comply with the stormwater discharge requirements of the NPDES General Permit.

Water Quality

- A Storm Water Pollution Prevention Plan (SWPPP) in compliance with the local NPDES permit shall be developed and implemented including: 1) site description; 2) erosion and sediment controls; 3) waste disposal; 4) implementation of approved local plans; 5) proposed post-construction controls, including description of local post-construction erosion and sediment control requirements; 6) Best Management Practices (BMPs) such as the use of infiltration of runoff onsite, first flush diversion, flow attenuation by use of open vegetated swales and natural depressions, stormwater retention or detention structures, oil/water separators, porous pavement, or a combination of these practices for both construction and post-construction period water quality impacts; and 7) non-storm water management.

9. LAND USE AND PLANNING

SETTING

General Plan
The land use designation for the project site on the San Jose 2020 General Plan is Medium Low Density Residential (8 du/ac). The project conforms with this classification.

Special Areas
The project site is not located within any of the following special areas:

- Midtown Planned Community and Specific Plan Area
- Jackson – Taylor Planned Residential Community
- Communications Hill Planned Residential Community
- Evergreen Planned Residential Community
- Berryessa Planned Residential Community
- Silver Creek Planned Residential Community
- Alviso Master Plan Area
- Tamien Specific Plan Area
- Downtown Strategy Plan Area
- North San Jose (Rincon de Los Esteros Redevelopment Area)
- Edenvale Redevelopment Area

Zoning
The westerly portion of the project site (APN 491-03-019) is currently zoned R1-8 in the City of San Jose; and the easterly portion (APN 491-03-163 and -164) is currently zoned "A" in the County of Santa Clara. The project is an application to rezone/prezone the site to A(PD) in accordance with the proposed General Development Plan. Subsequent to the zoning, the easterly portion of the project site will be annexed to the City of San Jose.

Existing Use
The project site is currently single family residential and church facilities. Previous uses of the site include: agriculture. The proposed project is a land use presently existing in the surrounding neighborhood (within 500 feet of the project site).

Surrounding Uses
Land uses surrounding (within 500 feet of) the project site include: single family detached residential to the north, east, south and west.

Other Developments
There are existing single family homes surrounding the project site. There are no other planned developments in the area at this time.

Airport Land Use Plan
The *Land Use Plan for Areas Surrounding Santa Clara County Airports* establishes a comprehensive land use plan that provides for the orderly growth of the area surrounding each public airport in Santa Clara County. It is also intended to minimize the public's exposure to excessive noise and safety hazards. The project site is located within the Airport Land Use

Commission (ALUC) referral boundary for the Reid-Hillview Airport, as shown on the following map. The project site is not located within an ALUC safety zone or within an ALUC noise zone; however, the project does lie within a height-restricted area. New development within the referral boundary of the ALUC is referred to the ALUC for determination of compliance with the Airport Land Use Plan.

Annexation Factors

Several of the items to be discussed under this heading, including land use, future developments, topography, utilities, transit, natural boundaries and drainage, are discussed under other headings in the report.

Property Characteristics

1) Population (estimated)	4
2) Population Density - persons/acre	0.8
3) Land and Improvement Market Value*	$1,051,972.00
4) Land and Improvement Market Value* per capita	$262,993.00

**Market value as per Santa Clara County Assessor.*

Library

The Evergreen branch of the City of San Jose Public Library system is located at 2635 Aborn Road, approximately 0.9 mile from the site.

Miscellaneous

The proposed annexation is not expected to have a significant effect on: the adjacent areas; mutual social and economic interest; or local governmental structure of the County. Annexation of the site to San Jose does not create an island or corridor of unincorporated territory. The site is within the sphere of influence of the City of San Jose, and the proposed residential development conforms with the General Plan's Medium Low Density Residential (8 du's/acre) land use designation for the site.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on land use and planning if it would:

- Physically divide an established community.
- Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

clik here for ALUC REFERRAL BOUNDARY EXHIBIT HERE
(FIGURE 19)

8 1/2 X 11

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
9. LAND USE AND PLANNING. Would the project:					
a. Physically divide an established community?				**X**	25,26
b. Conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		**X**			29,80
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				**X**	25,26,28

The project would change the land use on the site from institutional, residential and vacant to residential and institutional use in accordance with the General Plan land use designation. Residential use is compatible with the surrounding area. Development of the project site would introduce a new road and homes to the area. These uses would change the view of the site and would generate increases in traffic, noise and air pollution in the area that would not be significant.

Airport Land Use Plan

The project site is located within the ALUC referral boundary, but outside the safety zone and the noise contour boundary of the Reid-Hillview Airport. The project site lies within a height-restricted area. Given that the project consists of residences with a maximum height of 30 feet, the project would not impact the FAA's imaginary height surface. However, the dedication of an avigation easement is still required per Policy G-3 to ensure conformance with FAA surface height limitations.

MITIGATION MEASURES INCLUDED IN THE PROJECT

- An avigation easement over the residential development shall be dedicated to the City of San Jose.

10. MINERAL RESOURCES

SETTING

The project site does not contain a quarry; however, the site is mapped as having deeper sand and gravel deposits that are valuable for percolation.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on mineral resources if it would:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
10. MINERAL RESOURCES. Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				**X**	27,29,60
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				**X**	27,29,60

The project would not result in the loss of availability of a known mineral resource.

MITIGATION MEASURES INCLUDED IN THE PROJECT

None required.

11. NOISE

SETTING

Existing Noise Sources

Noise intrusion over the site originates primarily from vehicular traffic sources along Quimby Road, which carries an Average Daily Traffic (ADT) volume of approximately 30,125 adjacent to the site, as shown on the *City of San Jose and Surrounding Area Traffic Flow Map (2000)*. The City of San Jose General Plan establishes a policy of requiring noise mitigation from transportation noise for residential land use where the exterior level exceeds 60 dB DNL and/or the interior level exceeds 45 dB DNL. Quimby Road is designated as having noise level exceedances of 65 to 69 dBA at 50 feet from the centerline on the *City of San Jose Year 2020 Noise Exposure Map for Major Transportation Noise Sources*.

ALUC Noise Zone

Although the project site is located within the Airport Land Use Commission referral boundary for the Reid-Hillview Airport, the project site is not located within an ALUC Noise Zone (65 dB CNEL).

SIGNIFICANCE CRITERIA

The proposed project would have a significant noise impact if it would result in:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.
- For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
11. NOISE. Would the project result in:					
a. Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		**X**			26,28,61

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
11. NOISE (Cont.). Would the project result in:					
b. Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?				**X**	25,27
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?				**X**	25,26,28
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		**X**			25,26,28
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				**X**	27,62
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				**X**	27,62

Standards

Noise criteria that apply to the project are included in the City of San Jose General Plan, which establishes a policy of requiring noise mitigation from transportation noise for residential land use where the exterior level exceeds 60 dB DNL and/or the interior level exceeds 45 dB DNL. It is recognized, however, that attainment of the exterior noise quality levels in the vicinity of San Jose International Airport, the Downtown Core Area and along major roadways may not be achieved within the time frame of the General Plan.

Exterior Noise Exposures

The noise level in Year 2020 is projected to be 65 to 69 dBA at 50 feet from the centerline of Quimby Road. Only one lot, Lot 1, is directly exposed to Quimby Road traffic noise. The future 65 to 69 dB DNL at the most impacted dwelling on Lot 1 would exceed the City of San Jose policy level by 5 to 9 dB. An 8-foot high noise attenuation barrier would provide 7 to 10 dB of attenuation.

Interior Noise Exposures

To determine the interior DNL values, a 15 dB attenuation factor was applied to the projected exterior exposure. This factor represents an annual average condition; i.e., assuming that windows with single-strength glass are kept open up to 50 percent of the time for natural ventilation. The interior noise exposure for the dwelling unit on Lot 1 would be 50 to 54 dB DNL under projected future (2020) traffic conditions. Thus, the interior exposure would be 5 to

9 dB in excess of the 45 dB interior limit of the General Plan. Appropriately rated windows and sliding glass doors will be required to reduce interior noise levels to 45 dB DNL.

Temporary Construction Noise
During construction, the site preparation and construction phase would generate temporary sound levels ranging from approximately 70 to 90 dBA at 50 foot distances from heavy equipment and vehicles. These construction vehicles and equipment are generally diesel powered, and produce a characteristic noise that is primarily concentrated in the lower frequencies.

The powered equipment and vehicles act as point sources of sound, which would diminish with distance over open terrain at the rate of 6 dBA for each doubling of the distance from the noise source. For example, the 70 to 90 dBA equipment peak noise range at 50 feet would reduce to 64 to 84 dBA at 100 feet, and to 58 to 78 dBA at 200 feet. Therefore, during the construction operations, sound level increases of 20 to 40 dBA due to these sources could occur near the project boundary.

Since construction is carried out in several reasonably discrete phases, each has its own mix of equipment and consequently its own noise characteristics. Generally, the short-term site preparation phase, which requires the use of heavy equipment such as bulldozers, scrapers, trenchers, trucks, etc., would be the noisiest. The ensuing building construction and equipment installation phases would be quieter and on completion of the project, the area's sound levels would revert essentially to the traffic levels.

PROGRAM MITIGATION MEASURES

Interior Noise
- Mechanical ventilation shall be provided in accordance with Uniform Building Code requirements when windows are to be closed for noise control.

MITIGATION MEASURES INCLUDED IN THE PROJECT

Exterior Noise
- An 8-foot-high noise attenuation barrier shall be constructed along the Quimby Road sideyard of Lot 1.

Interior Noise
- Windows and sliding glass doors shall be maintained closed and STC rated windows and doors shall be installed at all upper floor and unshielded ground floor living spaces on Lot 1 having a direct or side view of the roadway, to achieve a 45 dB DNL interior level to the satisfaction of the Director of Planning, Building and Code Enforcement.

Temporary Construction Noise
- Noisy construction operations shall be scheduled for the daytime hours of 7:00 a.m. to 7:00 p.m. Monday through Friday so as to avoid the more sensitive evening, nighttime and weekend hours.

12. POPULATION AND HOUSING

SETTING

The population of the City of San Jose is approximately 918,800. The project site is located in Census Tract 5033.21, which has a population of approximately 4,851 (2000 Census). There is one housing unit currently on the project site.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on population and housing if it would:

- Induce substantial population growth in an area, either directly or indirectly.
- Displace numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
12. POPULATION AND HOUSING. Would the project:					
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				**X**	25,26,28
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				**X**	25,26
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				**X**	25,26

The project would displace one existing housing unit. The project would add 25 housing units that would add approximately 30 people to the City of San Jose, which would not be a substantial increase to the City's population.

Direct growth inducing impacts include the construction of streets and utilities that would provide access to or capacity for additional undeveloped land. The site is bordered by developed residential uses. The project would not have a direct growth inducing impact. Indirect growth inducing impacts include increases in population and economic impacts. There would be short-term increases in employment in the construction industry. The project would not have an indirect growth inducing impact.

MITIGATION MEASURES INCLUDED IN THE PROJECT

None required.

13. PUBLIC SERVICES

SETTING

Schools

The project site is in the Evergreen School District (K-8) and the East Side Union High School District (9-12). Students from the project are expected to attend:

School	Address	Approx. Distance *(miles)*	Enrollment
Norwood Creek Elementary (K-5)	3241 Remington Way	0.5	759
Quimby Oak Intermediate (6-8)	3190 Quimby Road	0.8	1,053
Evergreen Valley High	3300 Quimby Road	1.0	900

Quimby Oak Intermediate School is currently at capacity; however, enrollment would be reduced with the opening of a planned new elementary school farther out on Quimby Road, allowing Norwood Creek Elementary to go to K-6.

Parks

There are two developed City of San Jose parks within walking distance (3/4 mile) of the project site. Boggini Park, a 10.0-acre neighborhood park located at Remington Way and Millbrook Drive, adjacent to Quimby Oak Intermediate School, contains a softball field, soccer field, playground, picnic tables and barbecue pits. Lake Cunningham Park is a 202-acre regional park located at Tully Road and Capitol Expressway; it contains a playground, picnic tables, barbecue pits, horseshoe pits, volleyball courts, open turf areas, and a 50-acre lake with a marina for boating and fishing.

Fire Protection

The project site is in the service area of the San Jose Fire Department. The fire stations responding to emergency calls, i.e., fires and emergency medical situations, within the project site and their approximate response times are listed below. The total reflex time is the time from when the Department first receives the call to when the firemen reach their destination.

Station No.	Address	Approx. Distance (*miles*)	Projected Travel Time (*minutes*)	Travel Time Standard (*minutes*)	Projected Total Reflex Time (*minutes*)	Total Reflex Time Standard (*minutes*)
Initial First Alarm:						
1st Engine: 24	2525 Aborn Road	1.7	4.0	4.0	8.0	8.0
2nd Engine: 31	3100 Ruby Avenue	2.2	5.0	6.0	9.0	10.0
1st Truck: 16 *	2001 S. King Road	2.8	7.0	6.0	11.0	10.0
1st B. Chief 2	2933 Alum Rock Avenue	4.3	9.0	9.0	13.0	13.0
Full First Alarm:						
3rd Engine: 21	1749 Mt. Pleasant Road	2.8	6.0	9.0	10.0	13.0
2nd Truck: 2	2933 Alum Rock Avenue	4.3	11.0	11.0	15.0	15.0
2nd B. Chief 13	4380 Pearl Avenue	8.0	15.0	11.0	19.0	15.0

* *Urban Search and Rescue (USAR) unit.* B. Chief = Battalion Chief

The first, second and third-due engine, first-due battalion chief and second-due truck travel times and total reflex times are within the recommended limits; however, the first-due truck and second-due battalion chief travel times and total reflex times exceed the recommended limits. It should be noted that all times are estimates based on average conditions and can vary considerably due to weather, time of day, traffic patterns and other variables. These estimated response times only measure the arrival of the emergency response vehicle to the "curb"; they do not consider the set up time required before abatement of an incident can begin nor the time it takes the firefighters to reach any victims.

Police Protection

The project site is within Beat No. P-2 of the San Jose Police Department's service area. The major crimes reported in Beat P-2 in terms of frequency during 2002 were vandalism, auto theft, auto burglary, simple assault and aggravated assault.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on public services if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection; Police protection; Schools; Parks; and Other Public Facilities.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
13. PUBLIC SERVICES. Would the project:					
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			**X**		10
Police protection?			**X**		66
Schools?			**X**		7,8
Parks?			**X**		9
Other Public Facilities?			**X**		28

Schools

The project would add additional students to the Evergreen School District and the East Side Union High School District, as follows:

School	Enrollment	Generation Factor	Number of Students
Norwood Creek Elementary	759	**	**
Quimby Oak Intermediate	1,053	0.52/du (K-8)	13
Evergreen Valley High	900	0.2/du	5

Based on the district generation factors listed above, the project would generate a total of up to 18 students. This is not considered to have a significant physical effect on the environment.

The State School Facilities Act provides for school district impaction fees for elementary and high schools and related facilities as a condition of approval of residential projects. Both districts have implemented such a fee. The one-time fee, which is based on the square footage of new habitable residential construction, would be paid prior to the issuance of a building permit and would be allocated to the two districts.

Parks

The City of San Jose provides parks and recreation facilities within the city. Project residents would increase the demand for public park facilities; however, there are currently two developed City of San Jose parks within the 3/4-mile reasonable walking distance standard. The City parks in the area are adequate to serve the project residents.

Parkland Dedications

The City has established a Parkland Dedication Ordinance that requires dedication of land and/or payment of fees for neighborhood and community park or recreational purposes in accordance with the Services and Facilities and the Parks and Recreation Goals and Policies of the General Plan. There are currently no plans to dedicate land for park purposes with the project. Fees to be paid in lieu of land dedication would be either a flat fee established by the Schedule of Fees as adopted by Resolution of the City Council, or the average fair market value of the land within the entire subdivision multiplied by the number of acres required to be dedicated plus 10 percent towards costs of offsite improvements.

Fire Protection

The project site is in the service area of the San Jose Fire Department. The first, second and third-due engine, first-due battalion chief and second-due truck travel times and total reflex times are within the recommended limits; however, the first-due truck and second-due battalion chief response times exceed the recommended limits. The first-due truck exceedance is considered a slight deficiency, while the second-due battalion chief exceedance is considered a moderate deficiency by the Fire Department; this is still considered fairly good. No additional fire personnel or equipment would be necessary due to the implementation of this project.

Police Protection

The San Jose Police Department provides police protection for the city. No additional police personnel or equipment are expected to be necessary to serve the project.

MITIGATION MEASURES INCLUDED IN THE PROJECT

None required.

14. RECREATION

SETTING

There are two developed City of San Jose parks within walking distance (3/4 mile) of the project site. Boggini Park, a 10.0-acre neighborhood park located at Remington Way and Millbrook Drive, adjacent to Quimby Oak Intermediate School, contains a softball field, soccer field, playground, picnic tables and barbecue pits. Lake Cunningham Park is a 202-acre regional park located at Tully Road and Capitol Expressway; it contains a playground, picnic tables, barbecue pits, horseshoe pits, volleyball courts, open turf areas, and a 50-acre lake with a marina for boating and fishing.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on recreation if it would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
14. RECREATION.					
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			**X**		9, 28,63,64
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				**X**	26,28

The City of San Jose provides parks and recreation facilities within the city. Project residents would increase the demand for public park facilities; however, there are currently two developed City of San Jose parks within the 3/4-mile reasonable walking distance standard. The City parks in the area are adequate to serve the project residents.

MITIGATION MEASURES INCLUDED IN THE PROJECT

None required.

15. TRANSPORTATION / TRAFFIC

SETTING

Street System
Access to the project site is provided by Quimby Road, which is a four-lane east-west arterial street that provides access to White Road to the east and Capitol Expressway to the west. Gilham Way, a two-lane residential street, is stubbed at the site's northerly boundary.

Public Transit
Public transit in the project area is provided by the Santa Clara Valley Transportation Authority. Bus routes 39, 39A and 71 operate along Quimby Road. The project site is not located within 2,000 feet of a light rail station.

Evergreen Development Policy
The Evergreen Development Policy (EDP) was adopted in August, 1976 and revised in 1991 and 1995 to address the issues of traffic capacity and flood protection in the Evergreen area. The purpose of the 1995 Revised EDP is to provide the updated policy framework for the buildout of Evergreen, and it identifies the remaining street system improvements required to allow up to 4,620 planned or potential dwelling units to proceed. In 1998, the Policy was amended to define a significant impact requiring mitigation as 1) the addition of any traffic to an intersection operating at Level of Service E or F for residential projects or 2) the addition of more than one-half percent increase in critical traffic movement to an intersection operating at Level of Service E or F for non-residential projects.

This Policy is intended to apply to all properties planned for development in the EDP Area defined as land within San Jose's Urban Service Area Boundary, south of Story Road and east of U.S. 101. (Upon inclusion of the proposed amendment site within the City's Urban Service Area, t)The site is (would be) located within the Evergreen Development Policy Area.

Congestion Management Program Analysis
A Congestion Management Program (CMP) analysis was not performed because the Santa Clara County Congestion Management Agency, which monitors regional traffic issues, does not require an analysis for small projects of less than 100 peak hour trips.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on transportation / traffic if it would:

- Add any increase in traffic that causes a level of service designation to change or any traffic to an intersection within the Evergreen Development Policy Area operating at Level E or F for residential projects; or add more than a one-half percent increase in critical traffic movement to an intersection within the Evergreen Development Policy Area operating at Level E or F for non-residential projects.

- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Substantially increase hazards due to a design feature or incompatible uses.
- Result in inadequate emergency access.
- Result in inadequate parking capacity.
- Conflict with adopted policies, plans or programs supporting alternative transportation.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
15. TRANSPORTATION/TRAFFIC. Would the project:					
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio of roads, or congestion at intersections)?		**X**			69,72
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				**X**	75
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				**X**	27,28
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?				**X**	26,28
e. Result in inadequate emergency access?				**X**	26,28
f. Result in inadequate parking capacity?				**X**	26,28
g. Conflict with adopted policies, plans or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				**X**	26,29

Evergreen Development Policy

The project site is located within the Evergreen Development Policy (EDP) Area. Development would be allowed in the EDP Area only if adequate transportation facilities are provided to maintain existing plus approved Level of Service throughout the Area. The San Jose 2020 General Plan, as approved in December, 1994, identifies 4,620 units as the residential development potential within the EDP Area. Regional and local improvements of roadways and intersections included in the City of San Jose Engineer's Report for the Benefit Assessment District No. 91-2095 have been identified as necessary to accommodate the buildout of the EDP Area. The project site currently has traffic allocations for 25 single family residential units.

The City of San Jose has established a Benefit Assessment District to fund and construct the transportation improvements necessary for development of the Evergreen Development Policy Area. The project site will benefit from these improvements, and thus would be required to pay the fees, as assessed.

PROGRAM MITIGATION MEASURES

- Fees established by the Benefit Assessment District shall be paid to fund and construct the transportation improvements necessary for the development of the Evergreen Development Policy Area.

MITIGATION MEASURES INCLUDED IN THE PROJECT

None required.

16. UTILITIES AND SERVICE SYSTEMS

SETTING

Sanitary Sewers

There is an existing 10-inch City of San Jose sanitary sewer in Quimby Road and an existing 6-inch City sanitary sewer stubbed in Gilham Way. Extensions within the project would be required.

Wastewater Treatment

Wastewater treatment for the City of San Jose is provided by the San Jose-Santa Clara Water Pollution Control Plant (WPCP). Capacity is expected to be available to serve the project based on the current capacity of 167 million gallons per day (MGD). The Water Pollution Control Plant is currently processing an estimated 135 MGD of dry weather flow. At the same time, the WPCP is currently operating under a 120 MGD dry weather flow trigger. This requirement is based upon the State Water Resources Board and the Regional Water Quality Control Board (RWQCB) concerns over the effects of additional freshwater discharges on the saltwater marsh habitat, and pollutants loading to the South Bay from the WPCP. A Growth Management System regulates new development to assure that the capacity is not exceeded. There are programs and services in place to help minimize flows to the Plant and, while plans are in place to ensure Plant compliance with the 120 mgd trigger, those plans call for conservation and water recycling as strategies for ongoing compliance.

Water Supply

There is an existing 12-inch San Jose Municipal Water System water line in Quimby Road and an existing 8-inch Municipal Water System water line stubbed in Gilham Way. Extensions within the project would be required.

Storm Drainage Facilities

There is an existing 21 to 33-inch City of San Jose storm drainage line in Quimby Road and an existing 12-inch City storm drainage line stubbed in Gilham Way. Extensions within the project would be required.

Solid Waste / Recycling

Residential solid waste disposal service for the project site is provided by the City of San Jose, using GreenTeam of San Jose and/or Norcal. They are currently using the Newby Island sanitary landfill disposal site operated by International Disposal Company. The landfill area has an estimated service life of 30 years. An unlimited residential recycling program in the City currently results in an approximately 50 percent reduction in residential solid waste that typically required disposal in a landfill.

Gas and Electric Service

Natural gas and electric services for San Jose are provided by Pacific Gas and Electric Company. There are existing services in the area.

Telephone Service

Telephone service for the project site is provided by SBC. There is existing service in the area.

SIGNIFICANCE CRITERIA

The proposed project would have a significant impact on utilities and service systems if it would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed.
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
- Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Comply with federal, state and local statutes and regulations related to solid waste.

IMPACT AND MITIGATION

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
16. UTILITIES AND SERVICE SYSTEMS. Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			**X**		13,70
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**		28
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			**X**		12

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT	SOURCES
16. UTILITIES AND SERVICE SYSTEMS (Cont.). Would the project:					
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			**X**		28
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			**X**		28
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			**X**		28
g. Comply with federal, state and local statutes and regulations related to solid waste?			**X**		28

Sanitary Sewers

Sanitary sewer service for the project site is provided by the City of San Jose. The 10-inch sanitary sewer line in Quimby Road and the 6-inch sanitary sewer line in Gilham Way are available and adequate to serve the project. Extensions within the project would be provided.

Wastewater Treatment

Wastewater treatment for the City of San Jose is provided by the San Jose-Santa Clara Water Pollution Control Plant. The project is estimated to generate an average of approximately 5,900 gallons per day (0.01 MGD) of effluent, based on the Growth Management System's land use/effluent coefficient of 237 gallons per day per single family detached residential unit. High energy efficiency appliances (e.g., Energy Star Certified clothes washers, dishwashers, etc.) would be provided with the project.

Water Supply

Water for the project site is provided by the San Jose Municipal Water System. The 12-inch water line in Quimby Road and the 8-inch water line in Gilham Way are available and adequate to serve the project. Extensions within the project would be provided. The project is estimated to require approximately 10,400 gallons of water per day, based on 130 gallons per person per day. The project incorporates built-in water savings devices such as shower heads with flow control devices and low flush toilets to reduce water usage.

Storm Drainage Facilities

An increase in impervious surfaces associated with project development would cause an increase in stormwater runoff. Storm drainage service for the project site is provided by the City

of San Jose. The 21 to 33-inch storm drainage line in Quimby Road and the 12-inch storm drainage line in Gilham Way are available and adequate to serve the project. Extensions within the project would be provided. An onsite collection system including curbs, gutters and an underground system would be included in the project.

Solid Waste / Recycling

Residential solid waste disposal service for the project site is provided by the City of San Jose. The project is estimated to generate up to approximately 44 tons of solid waste per year, based on 3.0 pounds per person per day; however, with recycling, the amount disposed of in a landfill could be reduced to approximately 22 tons per year.

Gas and Electric Service

There are existing Pacific Gas and Electric Company gas and electric services in the area that would be extended as required to serve the project. There is sufficient capacity in this utility system to provide adequate project service.

Telephone Service

There are existing SBC telephone facilities in the area that would be extended as required to serve the project. There is sufficient capacity in this utility system to provide adequate project service.

MITIGATION MEASURES INCLUDED IN THE PROJECT

None required.

17. MANDATORY FINDINGS OF SIGNIFICANCE

ISSUES	POTENTIALLY SIGNIFICANT IMPACT	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	LESS THAN SIGNIFICANT IMPACT	NO IMPACT
17. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to (1) degrade the quality of the environment, (2) substantially reduce the habitat of a fish or wildlife species, (3) cause a fish or wildlife population to drop below self-sustaining levels, (4) threaten to eliminate a plant or animal community, (5) reduce the number or restrict the range of a rare or endangered plant or animal or (6) eliminate important examples of the major periods of California history or prehistory?			**X**	
b. Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects and the effects of other current projects.			**X**	
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		**X**		

ENVIRONMENTAL CLEARANCE APPLICATION

APPLICANT'S CERTIFICATION

APPLICANT	Braddock & Logan Group
PROJECT TITLE	*Sikh Gurdwara Property*
PROJECT LOCATION	North side of Quimby Road, west of White Road

I hereby certify that the statements furnished about and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

If, to my knowledge, any of the facts represented here change, it is my responsibility to inform the City of San Jose.

3/28/03
Date

Applicant

APPENDIX

Authors and Consultants

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Shawn Munger
Christy M. Tyler

ENVIRONMENTAL CLEARANCE / EIR

DISCLOSURE STATEMENT

APPLICANT	Braddock & Logan Group
PROJECT TITLE	*Sikh Gurdwara Property*
PROJECT LOCATION	North side of Quimby Road, west of White Road

Mindigo & Associates has prepared the above Environmental Clearance Application / Initial Study or Draft Environmental Impact Report, doing business as:

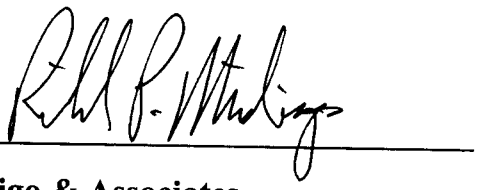
An Individual

The above-named, now has or will have the following direct or indirect economic interest or interests in the development of, or, after its completion, the operation of the project for which the attached Environmental Clearance Application / Initial Study or Draft EIR has been submitted:

None, Except Fees For The Preparation Of Environmental Studies

I/We declare, under penalty of perjury, that the statements furnished above pertaining to the environmental effects of a proposed project and to my/our economic interest or interests in that project are complete, true and correct to the best of my/our knowledge and belief.

Executed on March 28, 2003 at San Jose, California



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In order to achieve maximum objectivity in the Environmental Review process, the City requires persons, including individuals, firms, associations, partnerships, trusts, corporations, or companies, who submit to the City applications for Environmental Clearance, or who submit to the City a proposed Draft EIR, to disclose any economic interest in the project which they have derived or will or might derive from the development of, or, after its completion, the operation of the project. This application shall apply to consultants and subcontracted consultants who prepare all, or portions of, the Environmental Clearance document or the proposed Draft EIR. Each proponent, consultant, and subcontracted consultant shall prepare a disclosure statement as presented in this application.

You have an indirect economic interest in the project if your spouse or dependent child or agent acting on your behalf owns or otherwise has an economic interest in the site upon which the project is to be developed or if your spouse or dependent child or agent acting on your behalf has a present or future economic interest in the development of, or, after its completion, operation of the project. Briefly but specifically describe each of your direct and indirect economic interests in the project. You need but disclose the nature of your economic interest in the project, not the amount of said interest. If you have no interest, simply write "none" in the space provided.

Persons and Organizations Consulted

1. **Jim Sullivan**, Braddock & Logan Group
2. **Sue Dillon**, Services Manager, MacKay & Somps
3. **John Kuzia**, Civil Engineer, MacKay & Somps
4. **Caleb Gretton**, Planner, Department of Planning, Building and Code Enforcement, City of San Jose
5. **Michael Lopez**, Planning and Development Coordinator, Planning Office, County of Santa Clara
6. **Michael Bills**, Planner, Department of Planning, Building and Code Enforcement, City of San Jose
7. **James Crawford**, Assistant Superintendent for Business Services, Evergreen School District
8. **Alan Garofalo**, Director of Facilities and Bond Management, East Side Union High School District
9. **Brad Brown**, Park Planner, Park Planning and Development Department, Architectural Engineering Division, City of San Jose
10. **Walter S. Fujczak**, Fire Protection Engineer, Fire Protection Planning, San Jose Fire Department
11. **Karen Mack**, Principal Engineering Technician, Transportation Division, Public Works Department, City of San Jose
12. **Roger Storz**, Associate Civil Engineer, Development Services Division, Department of Public Works, City of San Jose
13. **Sami Areikat**, Sanitary Engineer, Environmental Services Department, City of San Jose
14. **Skip Lacaze**, Senior Environmental Specialist, Office of Environmental Management, City of San Jose
15. **Gas and Electrical Mapping Departments**, Pacific Gas and Electric Company
16. **Tracy Gonzalez**, Assessor's Office, County of Santa Clara

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26. **Project Plans**

27. **Knowledge of the Area**

28. **Experience with Other Project(s) of this Size and Nature**

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